



As on other current Fiat types the inboard sections of the wing of the G. 18-V are thickened.

grand view of the flat plain of Northern Italy. The fields are apparently cultivated to the limit and have been flooded to compensate for a drought. The Fiat cuts across the southern end of the magnificent Lake Garda, where the Italians have conducted the bulk of their research with high-speed seaplanes. Approaching Venice the vista of the seascape set one musing as to what interpretation of the scene Turner would have given. The San Nicolo aerodrome is small and narrow and our approach caused us to cut low across the bows of a cargo steamer. We were somewhat amazed (it being our first visit) at the bulk of shipping, but even more so at the variety of large transport machines on the aerodrome. We spotted among others a Ju. 52, an Electra, a Savoia S.73 and one of the handsome new Savoia S.75s.

On the return trip we were joined some way inland by a pair of Fiat C.R.32 fighters which, we gathered from our second pilot, were from Ghedi aerodrome. They became embarrassingly playful and it was probably as well that most of our fellow passengers were dozing.

The Alpine crossing was made under the most perfect

conditions. Our radio operator beckoned us up front into the sanctum of our sociable pilots, Lotti and Guido, so that we might derive the utmost pleasure. We had barely settled back in our seats when our wings began to rock quite sharply. Looking ahead we saw the reason; we were greeting a grey sister ship which we passed at a relative speed of nearly 400 m.p.h.

We had about 45 minutes for lunch at Le Bourget, where there is usually something worth looking at. On the outward run it was the King's Envoy, doubtless on business relative to the impending visit of Their Majesties; this time it was a camouflaged L.A.P.E. Douglas from Spain.

One finished the trip with the conviction that Avio Linee is an up-and-coming line. Plans for expansion include the ordering of seven Fiats with four eighteen-cylinder radials of about 1,300 h.p. each. Some of these are likely to be put on the Abyssinian route and others may be used for the lucrative Turin-Rome service.

The present fleet of the company is: Six Fiat G.18-Vs; four Fiat G.18s; six Savoia Marchetti S.M.73s; one Douglas D.C.2; and one Fiat A.P.R.2.

### Atlantic Clipper Emerges

THE 74-passenger Boeing Atlantic Clipper, which has four 1,500 h.p. Cyclone engines and a wing span of 152ft., was launched from its makers' works on the Duwamish River at Seattle last Wednesday.

It was to have made taxiing and flying tests forthwith, but, it is stated, trouble was experienced with sparking plugs and the tests had to be deferred.

### Still More Factories

IT is reported that Rolls-Royce, Ltd., are to erect a fifty-acre aero engine factory at Crewe, and to employ over 4,000 men there. The proposed site is near Merrill's Bridge, at the west end of the town.

Meanwhile, it appears that negotiations for the land required for Lord Nuffield's aero engine factory near Birmingham are going through successfully.

### British Mission Returns

MEMBERS of the British Air Mission to Canada and America returned to Southampton on Tuesday of last week in the *Queen Mary*. The result of their investigations were placed before the Secretary of State for Air the next day. The members of the commission, which had left this country a month previously, were Air Comdre. A. T. Harris, Air Comdre. J. G. Weir, Sqn. Ldr. (Cdr. R.N.) Caspar John, Sqn. Ldr. C. E. Horrex, and Mr. F. Rowarth.

### Aalborg's Airport

ABOUT 70,000 spectators witnessed the festival opening of Denmark's newest airport at Rodslet, near Aalborg, on April 29. The opening ceremony was performed by Mr. Fisker, Minister of Public Works, and addresses were delivered by Mr. Anger Jorgensen, Mayor of Aalborg, and Mr. Gunnar Larsen, speaking on behalf of D.D.L. An international air meeting was arranged in connection with the opening of Rodslet, in which about seventy different machines participated.

The chief attraction was the new Focke Wulf Condor recently acquired by the D.D.L. It was flown by Count von Schack, who gave a rather startling demonstration of the manoeuvrability of this big transport by looping the machine over the heads of the spectators—who mistook Count Schack's aerobatics for the initial stages of a catastrophe.

### Learning at Leamington

SOME ninety members of the Coventry branch of the R.Ae.S. recently visited the Leamington Spa works of the Automotive Products Co., where they saw Lockheed undercarriage and brake equipment in production.

### Moulding Transparent Sheet

WELL known as manufacturers of precision gauges and allied equipment, as well as the Mollart ball-joint, the Mollart Engineering Co., Ltd., of Kingston By-pass, Surbiton, Surrey, have now branched out in a new direction.

They have inaugurated a section in which all classes of moulding work on transparent materials—e.g., for windscreens, windows, gun turrets, etc.—are being undertaken.

The new division is under the management of Mr. F. W. Smith, who has had long managerial experience with some leading optical concerns, and was at one time with Vickers at Sheffield. He has been appointed to the Mollart board.

### H.R.A. Airscrews

WORK has started at the new factory of Hordern-Richmond Aircraft, Ltd., at Chesham, Bucks, on airscrews, a branch in which the firm intends to specialise. On the technical side they are well qualified for such work, as Mr. A. A. D. Lang is on the board of directors and Mr. "Tony" Fletcher is chief designer. The Duke of Richmond and Gordon is chairman, and other directors are Capt. H. S. Kevill-Davies and Mr. E. G. Hordern.

In addition to normal wooden airscrews the firm will produce airscrews covered with the B.T.H. protective covering, which has a matt finish and is not glass-hard, but from which, on the other hand, small dents disappear in an hour or so.